National Transportation Safety Board
PRELIMINARY REPORT
AVIATION

NTSB ID: OPS14IA005B Most Critical Injury:

Occurrence Date: 04/24/2014 Investigated By: NTSB

Occurrence Type: Incident

 Nearest City/Place
 State
 Zip Code
 Local Time
 Time Zone

 Newark
 NJ
 1503
 EDT

Aircraft Information

Location/Time

Registration Number Aircraft Manufacturer Model/Series Number BOEING 737 - 804/804

Type of Aircraft: Airplane Amateur Built Aircraft?

Injury Summary: Fatal Serious Minor None

Revenue Sightseeing Flight: Air Medical Transport Flight:

## Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

\*\*\* Note: NTSB investigators used data provided by various sources and may not have traveled in support of this investigation to prepare this aircraft incident report. \*\*\*

On Thursday, April 24, 2014, about 1503 eastern daylight time, a near midair collision occurred at Newark Liberty International Airport (EWR), Newark, New Jersey, when an Embraer ERJ145, departing EWR runway 4R for Memphis, Tennessee, passed in close proximity to a Boeing 737-800 arriving from San Francisco, California, intending to land on runway 29. Both aircraft were on regularly scheduled 14 Code of Federal Regulations Part 121 passenger flights and under control of EWR airport traffic control tower (ATCT) at the time of the incident. There was no damage reported to either aircraft, or any injuries to passengers or crew.

The B737 contacted the EWR tower on the Bridge Visual approach to runway 29. The local controller instructed the pilot to follow a B717 ahead, and cleared the pilot to land on runway 29. When the B717 was on short final, the local controller instructed the ERJ145 pilot to line up and wait on runway 4R. After the B717 crossed runway 4R, the local controller cleared the ERJ145 for takeoff. At that time, the B737 was about three miles from the runway 29 threshold. The ERJ145 did not actually begin its takeoff roll until the B737 was about 1 mile from the runway 29 threshold. The local controller recognized that the spacing was insufficient and instructed the B737 to go around. He provided traffic advisories to both the B737 and the ERJ145 pilots and instructed the ERJ145 pilot to maintain visual separation from the B737. The ERJ145 pilot responded that he was going to keep the aircraft's nose down. The B737 overflew the ERJ145 at the intersection of runways 29/4R.

According to recorded Federal Aviation Administration radar data, the closest lateral and vertical proximity was approximately 0.03 miles and 400 feet.

Updated on May 15 2014 6:59PM

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			Occurrence Type: Incident									
Other Air	craft Involved		•					<u>.</u>				
Registration	n Number	Aircraft Manufacture	er						Model/Series Number			
EMBRAER					EMB 145XR/>					₹		
Accident	Information											
Aircraft Damage: None					Accident Occurred During:							
Crew	Crew Name					Certificate No.				Injury		
Pilot												
2												
3												
4												
5												
6												
Operator	r Information											
Name				Operato	Desig	esignator Code Doing Business As						
Street Address				C	City	у				State	Zip Code	
-Type of C	Certificate(s) Held: Nor	ie		'								
Air Carrier	r Operating Certificate(	s):										
Operating Certificate: Ope						Operator Certificate:						
Regulation	Flight Conducted Und	er:										
Type of Flig	ght Operations Conduc	ted: Scheduled; Do	omestic; Pa	assenge	er Onl	у						
Flight Pla	an/Itinerary											
Type of FI	light Plan Filed:											
Last Departure Point					State Airport Identifier							
Destination						State	Airport	port Identifier				
Weather	Information											
Investigator's Source:				Faci	lity ID:	Observation Time (Local):						
Sky/Lowest Cloud Condition:						Ft. /						
Lowest Ceiling: Ft. AGL Visibility: SM Altimeter:							"Hg					
		PRELIMINARY	INFORM	ATION	- SUI	BJECT TO C	CHANG	GE			Page	2

## National Transportation Safety Board PRELIMINARY REPORT

NTSB ID: OPS14IA005B

Weather Information    Courtinue   Transage 2    Temperature   "C   Dew Point   "C   Wind Direction:	PRELIMINARY REPORT			Occurrence Date: 04/24/2014							
Weather Information Colume of the page 2)   Temperature: °C Point: °C Wind Direction:   Wind Speed: Kts. Gusts: Kts. Weather Conditions at Accident Site:    Administration Data  Notification From Expressjet Flight Safety  FAA District Office/Coordinator:  Investigator-In-Charge (IIC)	AVIATION		Occurrence Type: Incident								
Wind Speed: Kts. Gusts: Kts. Weather Conditions at Accident Site:  Administration Data  Notification From											
Administration Data  Notification From Expressjet Flight Safety  FAA District Office/Coordinator  Investigator-In-Charge (IIC)	Temperature: °C	Dew Point:	°C	Wind Direction:	rection:						
Notification From Expressjet Flight Safety  FAA District Office/Coordinator  Investigator-In-Charge (IIC)	Wind Speed: Kts	ts.	Weather Conditions at Accident Site:								
Expressjet Flight Safety  FAA District Office/Coordinator  Investigator-In-Charge (IIC)	Administration Data										
FAA District Office/Coordinator Investigator-In-Charge (IIC)	Notification From					Date					
	Expressjet Flight Safety										
	FAA District Office/Coordinator			<b>I</b>		C)					